Permission to foreign companies in dealing with aviation infrastructure

1043. SHRI AMAR SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Govemment propose to permit foreign companies with 74% stake in any venture dealing with aviation infrastructure which include airport project and, if so, what are the details thereof; and

(b) whether it is a fact that private domestic operators are required to stick to the Indian skies and the Indian Airlines is permitted to carry on its operations in the international sector and, if so, what are the reasons therefor and by when this disparity is proposed to be removed?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM) (a) Guidelines for private sector investment in airport infrastructure are being formulated.

(b) Under the existing policy, private airlines are not designated for scheduled international operations. No private airline has come forward to operate scheduled passenger services on routes which are not operated by national carriers.

Enquiry Committee on Devastated Terminal at IGIA

1044. DR. JAGANNATH MISHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) Whether the Enquiry Committee which was set up to go into the causes of fire that devastated Terminal IA building of Indira Gandhi International Airport at New Delhi on the 30th October, 1996, has submitted its report and, if so, the details thereof; and

(b) what action has been taken thereon?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) Yes, Sir. The Enquiry Committee has submitted its report on 16th December, 1996. The major findings of the Enquiry Committee are:—

(1) It is difficult to establish the cause of the outbreak of fire above the false ceiling since the entire structure has been consumed in the fire.

(2) The loss assessed is to the tune of Rs. 15.50 crores exclusive of indirect loss in terms of loss of business, revenue
and operational inconveniences.

(3) Negligence has not been attributed to any one.

(b) Action has been initiated to review and streamline the fire fighting and associated systems at all airports to take preventive action to guard against such fire incidents.

Location of New International Airport near Bangalore

1045. DRY. LAKSHMI PRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the location of the new international airport near Bangalore has been identified;

(b) if so, the details thereof; and

(c) the criteria followed for selection of the site?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) Yes, Sir.

(b) and (c) A site south of Devanhalli near Bangalore has been provisionally identified for construction of a new airport of international standards on the basis of the recommendations of a committee set up by the Central Govemment which considered availability of land, accessibility to/from the city, environmental and meterological factors, operational requirements in coordination with defence before suggesting the site for a new airport.

Effects of Pilots' leave on Indian Airlines

1046. DRY. LAKSHMI PRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines pilots are stricken by the sick leave virus every winter;

(b) the average loss of revenue in Indian Airlines in the peak tourist season in 1992 to 1995 and 1996;

(c) whether a commander of the Indian Airlines flight gets about Rs. 2 lakhs a month; and

(d) the steps taken to inculcate a positive work culture among the pilots?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) The details of cases of mass sick leave by pilots in Winter season between November-February during the last five years are as under:—

Year	Status
1992-93	Nil
1993-94	Nil
1994-95	28.10.94 to 2.11.94
1995-96	30.12.95 only
1996-97	23.1.97 (Night) to 27.1.97

(b) The year-wise details of average loss of traffic revenue due to cases of en-mass sick leave by pilots during the peak winter season from 1992-93 to 1996-97 are as under:—

	(Rs. in lakhs)
Year	Loss of traffic (revenue)
1992-93	Nil
1993-94	Nil
1994-95	165.00
1995-96	3.00
1996-97 (upto 22.2.97)	480.00

(c) Monthly emoluments of a Commander at the minimum of the scale based on 60 hours flying is Rs. 1.59 lakhs and maximum of Rs. 2.08 lakhs.

(d) The recent Settlement signed on 26 1.1996 with the Indian Commercial Pilots Association provides for increased earning directly linked to increased flying.

Facilities provided to the private airlines.

1047. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) which are the facilities and at what nrice the Govemment are providing for the private airlines at the airports;

(b) whether these charges have been raised from time to time considering the escalation in the investments made;

(c) the quantum of money realised against each facility during the last two years;

(d) the quantum of money pending against private airlines during the last two years; and

(e) what efforts are being made to realise the amount?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) Landing, housing and parking facilities and common facilities like space for offices, ticketing/sales counters, check-in counters, back up offices, hanger space, paved area for parking equipments have been provided to the private airlines.

(b) Yes, Sir. The rates are revised whenever necessary.

(c) A sum of Rs. 428,86 crores in 1994-95 and Rs. 486.92 crores in 1995-96 have been realised towards the Landing, parking and Housing facilities, Terminal Nevigation Landing Charges, Route Navigation Facility charges and other facilities.

(d) and (e) An amount of Rs. 15.17 crores in 1994-95 and Rs. 20.72 crores in 1995-96 are due from the private airlines. As these are current dues necessary follow up action is taken for realising the dues.

निजी एयरलाइंस आरंभ करने से सरकार को प्राप्त होने वाली आय

1048. **श्री अजीत जोगी** : क्या निजी एयरलाइन्स आरंभ करने से सरकार को प्राप्त होने वाली आय में वृध्दि हुई है;

(क) क्या निजी एयरलाइन्स आरंभ करने से सरकार को प्राप्त होने वाली आय में वृध्दि हुई है;

(ख) यदि हां, तो विगत दो वर्षो के दौरान सरकारी और निजी क्षेत्र की प्रत्येक एयरलाइन से राष्ट्रीय विमानपत्तन प्राधिकरण और भारतीय अंतराष्ट्रीय विमानपत्तन प्राधिकरण को कितनी-कितनी धनराशि प्राप्त